any rate. I have two of their tickets bere with me. I am certain at any rate that 2 got off at Silver Creek The number of stormy that we did not do any local basiness. The two who got on at Silver Oreck only went to Doukirk. Our uext stop was at Dunkirk, where 14 passengers got off, besides the two who got on at Silver Creek-making 16 in all who got off the train at Dunkirk One passenger got on at Dunkirk for Ashtabula. There were 10 persons in all who got on the train at Dun-kirk. Our next, stop was at Brocton. There were 15 persons who got off from the train at Broeton; and none got on the train at that point. Our next stop was at North Rest, where 5 persons got off from the train and 5 got on. Our next stop was at Erie, where 12 passengers got off from the train and 9 passengers got on. The next stop was at Gi where 7 got off from the train and none got on. This was the last stop. I have here all the tickets that were taken up on the train; and the only way in which I can get at the rest of the number of the pas-sengers is by estimation. I took up all the tickets when we le't Buffalo, except the through tickets, giving my checks for those which I took up. I have no record of passengers for points west of Cleveland. I do not know how many checks I issued. I did not count the passengers at any time after leaving Buffalo. The ordinary coachwill hold abort 57 or 58, or somewhere in that region. The coaches on that train were not very well filled. Several of the seats were empty. Travel now is very light. On leaving Erie the train was thinly filled, as it was all the way through We had only 2 coaches and a smoking car sleepers. I did not state to any person distely after the accident, that we had nearly 400 passengers. I may have stated to some one that we had about 160. I was in the rear end of the smoking car, next to the drawing-room car, at the time of the accident. There were only 2 cashpaying passengers who are not counted in the above statement—one from Buffalo and one from Dunkirk. As I have figured up, there were about 127 to 131 passen. gets on the train at the time of the acci-dent-should call if 127 as nearly as I can tell, though figuring shows 131 besides employees and children. There were only 2 cash-paying passengers going beyond Ashinbula one from Dunkirk and one from Buffalo. My tickets do not show any passengers going beyond Cleveland. The first notice I had of anything wrong with the train when we approached Ash tabula-I was standing in the rear end of the smoking car-anddenly one of the men was talking said, "We are off the track " I first grabbed the door knob and the bell-rope, and tipped over backward, as I was facing east at the time. I was doubled up, and something hit me. something else went by with a crash on the other side. I landed about the center of the car; and everything seemed to be aplintered up. One side of the car was open. I tried to climb up, and slipped back twice, and become faint. Am told that Mr. Reed pulled me out. got out, on top of the car, the air revived There was no car on top of the car when I got out, but it may have been on of another car. I don't know where car lay when I got out. I hallooed, "For God's sake, some body put out the fire!" The fire was then burning at two or three different points; and the car I was in was on fire before I got out.

When I first knew anything, after I got

out, it may possibly have been two or three minutes before I saw the fire. I went up on top of the bank. There was another allooed to somebody to stop that train. some one helped me up. I them went down again to the wreck, and took an ax and tried to break open the drawing-room car, but some man took the ax from me. I got on top of the drawing-room car, with an blooder, and each soul control of the work of the control Some man who was with me looked in, and said he could not

as I stopped, the crash came. I made upmy mind then that the bridge was gone; Mrs Graham, of New York Miss Shepard, but on looking down I did not know that of Wiscensin, Mr. Thomeson, of Memphis, the train was a double-header, that is, with.

Tenn, and a Mr. Lyous, of New York

Tenn, and a Mr. Lyous, of New York

These were all whose names I knew. I

did not pass through the cars at any time,
started down the track. I got on the other
side of the engine, and mot the engineer of
the forward engine. He said, "My God,
to be pretty well filled. From the in-

perfectly helpless, not be able to reach a care ahead of us broke off and separated, one after another. After this the car which was leaning against the aboutment was the one which was on fire. I should say that this car, leaning at an angle of 40°. I was satisfied that we were then say that this car, leaning at an angle of about 45 deg. or nearly so, was the highest point of the wreck. When I got down there, there were no lights of any account except the light from the fire. The next car to the one above spoken of I judged to be a sleeper. When I found out that there was no hope of putting down the fire, the whole thing was confused to me. I rushed around to help the wounded. The car which I thought to be a sleeper, which I thought was next to the car that was tilted thought was next to the car that was titled a car fell on the rear end of the ranking, who was no the south side of the car that was titled up, and was right side up.

There was no fire in it at that time. The hext car I know nothing of at all; can't tell Patatine. I think there were two men in mything about them whatever. I looked the rear end of the Palatine : t the time, oward the end where the engine went smoking, who must have been mashed bedown to see if there was fire there, but made up my mind that the light there was a head-light, or fire that could not do any damage anyway. I saw no other fire or fell with one and to the south, lying north damage anyway. I saw no other fire or light anywhere about the train, and I noticed particularly. It was all perfectly was a soul saved in that car, but that all cark. As far as I know there was no other were killed in the fall. This car of which fire that broke out in any other part of the I am now speaking was the City of Buffa-wreck, nor any other fire except as that fire lo. a sleeping car; and I think it was adgained. I did not notice that any passengers got out from the car that was tilted up. I can't tell where I was at this partic- City of Banalo, and pulled Miss Shepar moment. The next thing I remember

was meeting a man and giving him an ax on its side, and very steep, so that and a pail, and telling him to go to the car it was very difficult to get from one that was after and try to put it out. I then end of it to the other, which we were went to the pump house for pokers or iron compelled to do. When we reached the can't tell just where I was at any particular time, or give any detailed statement. me. When she let go I su When I first got to the wreck there was no far as I know, were made under the direc- safe; and I returned to the car Palatine, tions which I gave. I know of no other and there found a man perfectly insane directions being given. I furnished a pail with fright, so that it was almost impossi and an ax. I know that there were new ble to get him out; but finally succeeded pails sent down, but at this time I don't in getting him out at the window. I know of any pails there, or any other help threw out some baggage from that car, but what I have told of, when I gave the and again went out, in order to save mypail and ax to that man. I know that that man was not a passenger on the train because he came down the stairs; but I don't that the car was empty, and left it for know who he was. I do not know off any good. By this time the light from the orders being given not to put that fire out. fire was quite bright. The fire had broken I did not hear any orders given that the out toward the west abutment, and per-Fire Companies should not throw water. haps about 30 feet from the abutment, The accident happened at 7:32 P. M., ac- near where the locomotive was, giving a cording to the clock that was in the engine good view of the entire wreck. Columbia, which was stopped at that min-ute; for I made a note of it when the clock because I went down yesterday to refresh was handed to me. I have no other means my memory; and could now almost draw

sut. As soon as I could go down to the wreck, the west abutment. After the accident the people were rushing out of the cars as there were three cars lying together near

began tording, one after another. Then I started down the track. I got on the other side of the engine, and mot the engineer of the forward engine. He said, "My God, Manning, they are all down in the creek!"

That engineer's name is Dan McGuire. At that time here was the whole thing in my mind. I looked for that the first thing. By this time I was down on the stairs, and looked down. Before I reached the stairs at all, the cars were all down. The first car which I noticed particularly was the car which was on fire. It stood leaning with one end against the east pier. There was two suespers; one of them laid toward northwest and santheast. The other sleeper was two suespers; one of them laid toward northwest and santheast. The other sleeper was two suespers; and calculated upon what could be done toward getting out the first but the stairs, and calculated upon what could be done toward getting out the first but the scenal against the east pier. There were the stairs and calculated upon what could be done toward getting out the first but the scenal against the east pier. There were the stairs and calculated upon what could be done toward getting out the first but the scenal against the east pier. There were the stairs and calculated upon what could be done toward getting out the first but the scenal against the east oroken away from the cars, as seemed then to be a pause of perhaps ten and then act and then could be done toward getting out the fire; seconds, when a second crush came, and but the ice was broken away from the cars, broke two lamps, and they immedia ely so that they could not be reached without went out. This crashing I learned after getting into the water, and then a man was ward to be the bell-rope breaking as the

ought was next to the car that was tilted A car fell on the rear end of the Palatine, ard up after me. The car was lying

bars to distribute to burst the cars with; but as I came out, the woulded crowded times to the ground, and fearing we around; and I went back to the pump house and directed where they should be laid; and after that I was in and out, and to the wreck, while this young lady. Miss Shepard, slid down on me, holding on to me. When she let go I supposed she was one there, as far as I know, except those on the train. One man passed me in going down to it, but I did not see him there. When I got there, the ice was broken at different places, and I was unable to get at the car that was on fire. The efforts that were made toward putting out the fire, so show, and I saw that the young lady was from the car, the light of the fire began to show, and I saw that the young lady was

a diagram of the soene. I am satisfied, but the bout the bout the who was all on the condition of knowing the time, except that I left my a diagram of the soene. I am satisfied, fire that I noticed was further towards the east abutment—it was almost no time at all before I noticed the second fire, thought there about ten minutes; then return—but thought and to the condition of the soene. I am satisfied, fire that I noticed was further towards the east abutment—it was almost not ime at all before I noticed the second fire, thought there about ten minutes; then I remember my head hanging over all before I noticed the second fire, thought there about ten minutes; then I remember my head hanging over all before I noticed the second fire, thought the length of 158 feet, at the time of the accordance of the condition see any person in the car, and thought did there was no one in it. After this I fell inthe there was no one in it. After this I fell inthe the train whistled at the curve.

I was only just started at the time. I then the train, though I did there was no one in it. After this I fell inthe train whistled at the curve.

I was only just started at the time. I then the train. The is all a dreamy recollection, though I did not not notice any fire around the locomotive train, would throw about three cars near at that time. After I got there, it didn't

> no water put on the fire. After trying to get out this lady whom I spoke of from either the second or third car from the rear, I think-I started back toward the rear end of the train, and saw another lady, on top of a car, with nothing on but her on top of a car, with nothing on but her night-dress; she was calling to a man on the same car to help her; this lady's name, as I afterwards learned, was Mrs. Bradley, I think if there could have been water put on the fire when I first got there, if could have been put out, but could not tell how the latter was there, my attention, and fave been put out, but could not tell how the latter was there, my attention, and fave been put out, but could not tell how the latter was there, my attention, and fave been put out, but could not tell how the latter was there, my attention, and told him there would not be any. He on the fire when I first got there, it could have been put out, but could not tell how long afterward it could have been put out by water, though it might have been put out by water, though it might have been 5 or 10 minutes; it seemed almost no time at all, as I had just got this lady out and went back to try and get out her child, and then course the second of the seemed all in the second of the second

then every thing seemed to be all in flames, When I went back to try to get out the child, I saw a man trying to crawl out the window, I think, on the second car, which she was in. I was not on the car, but was down among the wreek of the bridge. The man whom I saw coming out of the car. man whom I saw coming out of the car through the window, I pulled out through the window.
To Mr. Sherman: I don't know how

with our lunch; and instead of goine coraide of the train I went through; and I should judge that the care about the same number is each of the care ahead that there was in our car. I did not go into the car behind ours. I do not think I went through the smoking car. I best very confident that our car, the Palatine, was next to the last car. The car next followed of ours was a sleeper,

above staid, just before we left Kris. I did not go into the rear car at all.

I do not know anything about the number of employees on the train
Mr. Nath's instimony here closed; and the jury then adjourned until 2 A. M., of Tuesday, January 2, 1877, to me tust the same place.

Tuesday's Proceedings. stream, as they went dewn, except those which fell in the line of the bridge; all the ment as the same place.

Tuesday's Proceedings.

Jury met on Tuesday, Jan. 2d, in the Jury met on Tuesday, Jan. 2d, in the ment as the same place.

Jury met on Tuesday, Jan. 2d, in the Jury met on Tuesday, Jan. 2d, in the ment as the same place.

Jury met on Tuesday, Jan. 2d, in the Jury met on torenoon, pursuant to adjournment, and called to order.

Robert McIntyre called and sworn, and state time. There was one coach that Am conductor on the Franklin Division of Lake Shore Road; have been in the employment for 6 years as conductor and brekessan. I was at the scene of the acci-

minutes. "How many persons were there, at the wreck, at the time when you left?" opened into the saloon at the rear end of the car; I struck that immediately with my hand and thrust my head through it; I two hundred, but could not tell, they were going and coming, "What more could be a shriek or voice heard in the car that I done than was done, with the means that was in—all had been stilled—and said, "we

that of other citizens seemed to be devoted entirely to saving lives, instead of fighting and told him there would not be any. He said, perhaps you can help me, and asked me if I would take his hand; I told him I minds, and every one seemed to feel so. would, and got back through the door. I Think that everything was done that could don't hardly know what I did do—at any

James A. Manning, recalled: Mr. Tilden is Superintendent of the Water department, of the Lake Shore road, when we To Mr. Sherman: I don't know how many persons were there before the wreck was all in flames.

I saw no persons there at that time except Mr. Porter, Mr. Read, the conductor, and the news boy of the train—no other persons whom I know—but think there at the time, what he intended it for, as there was no danger of fire around there. He said it might be used for the purpose of making a connection with a wash basin wolked?" "Nose that I know of." "Do you mean to be implicated to the train stopping on the bright?" "I saw the train stopping on the bright?" "I saw the train stopping on the bright?" "I saw the eagine; didn't know there was attached to it, and the pump worked, would be able to put on a pressure of one I here was more than one engine on the true; I saw this engine stop just this side of the bridge of the bridge fell?" "No sir." "What in halted or was stopped on the bridge before the bridge fell?" "No sir." "What was the state of an ight was it as to storm and wind?" "It was storming very hard. The wind was blowing very hard. The wind was blowing very hard, but I did not know in what direction." "Have you the means of knowing how many persons were saved from the wreck?" "I have not. Before the wreck burned up, there were a great many persons there; when I first got there I saw only those persons whom I have got them down to hold a pressure angle. When the train was beyond hope from the flames, there were at the scene, of persons able to help, if there had been and sixty pounds to the square true; I saw sixty pounds to the square thrue; I saw this engine stop just this side in the square true; I saw this engine stop just this side in the square three is an and so ut it was where the three square three is a riay that I was in. The wreck then seems and the square three is a some represent, and accompanied in its passage and explosions, with considerable noise. Each portion or seperate body had its own trail. One spectral got out of the cars till I came to the fire almost the engine here. Lake Erie engine—is a three inch male soriew, but the threads the means of knowing how many persons were saved from the wreck?" "I have not. Before the wreck burned up, there were a great many persons there; when I first got there is aw only those persons whom I have great many persons there; when I first got the fire. From our pumping house 10 this Lake Erie engine—is a great many persons whom I have great many persons there; when I first got the stand great pressure, but possibly might should say that the whole wreck was wranged in flames within 15 minutes. I remained at I was in. The wreck then seem that bridge, and saw the engine; didn't know would be able to put on a pressure of one bere was more than one engine on the hundred and sixty pounds to the square

The second and a secondary according to the control of the control

ple in the telegraph office; I told them that | Question: " Half an hour after you ar- time of the accident. Did not hear the cor

ple in the talegraph office; I told them that I shought there was a train off the bridge; and I started immediately for the bridge to see; on the way not Mr. McIntyre and one or two more, right at the crossing; McIntyre appeared to come up behind me; "we went along together till we got to the engine. When we got as the top of the hill McIntyre went to the edge of the pier and he looked over to the wreck; I stopped to talk with the engineer of the engine that was still on the track; she was standing on the ground; the engineer said to me that the strain hour of my mind." "At the time when still on the track; she was standing on the ground; the engineer said to me that the whole train had gone down except his engine. So went down except his engine over this it gailed his fender of the track. Just the last gerson was taken alive from the sengence with thint, and a palatee car as I supposed, though I did not mind any say as to whether or not the fire could have been put out, if a proper hose had been attached to the valve of your knowledge, what do you was not the state of the track. Just the McIntyre said "lets go down, below, and we may save some." We went down was immediate, and until the work of the way and the abstract of the valve of your pump." No single hose could have put out the first the abstract; and that it came so never taking his engine over the work of the work of

extinguish fire. Last evening brought the cap that goes on the valve down there up

and by age is 30 the ofth of had Accommoder.

Jacks Share Roofs: have been in the empty proposed for 5 years as conductor and the state of the state we were running at the time of the accident as nearly as I could guess was ten miles a hour. If any part of the train had jumpe the track, before the accident, I would have felt the ferk, the jump back. No part of the train could have jumped the track at an time before the accident without my feeling!

many were on the train, and he answered, the seem that it was more than 10 or 15 minutes before all was in fisme, though I have no way of knowing how long it was. I was probably 10 o'clock when I left the last time, though I don't know exactly. When the last person was taken out alive, so far as I know, was after the whole train was in fismes, and he came out from somewhere u.der the angine; this must have been three-quarters of an hour after the fire started, and after I first got there. I came up the hill once and worth back. I did not see any efforts made by any persons to put out the fire. They usually keep the buckets on each engine, and I was to the angine to try to get out this lady whom I spoke of—from many were on the train, and he answered, more hundred and sixty" or about 'one hundred and sixty" or about 'one hundred and sixty" or about 'one hundred and sixty." Was immediately behind the came to me a long time going down, on the was a fearly crash, in the case of a storm, perhaps I might not notice it so quick, but at any ordinary time I to seemed to me a long time going down, and he hence the angine hundred and sixty." On hundred and sixty." As bout 'one hundred and sixty." Uses in many the next I heard was a fearled to me a long time going down, and he hence to me a long time going down, and he hence to me a long time going down, and he hence to me a long time going down, and the next it heard was a fearled trash, and he hence the least special crash, and he here the seemed to me a long time going down, and he here the seemed to me a long time going down, and the next it heard to me a long time going down, and he here the ind here of the cast; then I heard seemed to me a long time going down, and the car; then the heart here of the cast their armory Monday debris—iron, etc., and doubled up into as completely in every kind of debris—iron

Resolved, that we proffer to his betweed any strewing wife and relatives out sincere condol are and sympathy.

Resolved, that the armory be suitably draped a most sing for 30 days, in memory of him who the first of our number called from among us. Resolved, that a copy of these resolutions been to his wife and published in our city papers.

pulled, I guess, the best I could, and he pulled, and worked his body and turned and twisted, and then he let go of my The article of "a witness," of the Rock Creek difficulty about the use of the Town hand; I reached in and took his hand again and told him I though there would be no Hall, is not of just the character to pro-

any others there when I tried to save him.

Then I walked up to the pump-house; at that time there was quite a little fire at what I then thought was each end, but as nearly as I can make out it was where the little above the trees, as some represent, and

Mr. Sherman: "Were the passengers on that train, in the car in which you were, women or children?" "Would not say there were two shildren, but should say they were about equally divided between men and wo-

THE TELEGRAPH.

Ferms, \$2 per Year in Advance. FRIDAY MORNING, JAN. 5th, 1877.

Advertisers Take Notice, The circulation of the TELEGRAPH is more than twice that of any paper published in Ashtabula, and ranks among the first with other papers in this section

of the State. Advertisers will find it to their interest to bear these facts in mind.

LOCAL NEWS. -Rev. Jno Safford will commence his pastoral duties at the Congregational

church the coming Sabbath. -The annual meeting of the Ladies' Relief Society will be held at the Presbyterian chapel on Friday, Jan. 12, at three o'clock,

During a severe snow storm last Tuesday sorning, about nine o'clock, another slarm of fire was sounded, which proved to be the residence of Alexander McMillen, an engineer on the Ashtabula & Oil City R. R. The whole fire department was on the ground in a few minutes, and the fire was extinguished after the upper part of the building was burned. The fire was first discovered in one of the upper rooms, but the cause of the fire is not known. It was insured in the Hartford for \$1,003-\$800 on the building and \$200 on the furniture. Loss will be from \$1,200 to \$1,300.

WANTED .- A girl to do house work. The best of references required. M. G. Dick. Japan Tea for 40c at

W. Redheed's Store,

The public is hereby notified that the "boss bus-man" Thomas Affen, has charge of the Ashtabula House bus. J. S. Fuller,

The Grand Central Hotel, New York the largest in the city, gives its guests the choice of rooms, and offers a reduction of

Cracked Wheat and Out-meal-the best Riddell's Store. All kinds of goods at grangers' prices, at Booth's.

A fine stock of French and American confectionery for the Holidays, at Waldeck's Bakery. A nice lot of candy toys for the Holilays, at Waldeck's Bakery.

A choice Japan Ten for 40c at Booth's, 3 A choice Ground Tea, something new, for 40e a round, at 3 Booth's, Look out for bargains in Clothing for the next sixty days, B. Webb & Son,

Bast Syrup for 75c per gallon, at Booth's. Fresh baked pea-nuts, candies, &c., at Waldeck's Bakery.

Fresh Canned Tomatoes at Riddell's Store. Monitor Fire Kindler at cost, at

Fresh Canned Salmon at Riddell's Store. All Goods marked down to suit the hard

times, at B. Webb & Sur's. Fresh Canned Lobsters at

Plain and ornamental cakes on hand and made to order, for parties, weddings, &c., at Waldeck's Bakery,

2lb. can Sweet Corn at Riddell's Store. We will sell our entire stock of Clothing, Hats, Caps and Gents Furnishing Goods, at cost, for the next sixty days.

Dried Sweet Corn at Riddell's Store. For Bent,

D. W. Haskell's Store, corner Main and Spring streets, now occupied y Bootes and Richmond, Possession given Jan. 1, 1877.

ave a large stock of the different grades and sizes of wrapping paper, that will be sold at the lowest living rates. 19tf. Loose Muscatel and new Layer Raisins, 15c per pound, at Riddell's Store,

We mean business when we say entire stock, at cost, for eash only, so as to make room for Spring stock. B. Webb & Son, the Clothiers. Valencia Raisins, 1256e per lb., at

Riddell's Store. Buy your Oysters in bulk and cans at

W. Redhend's Store. D. o't fail to buy the 50e Japan Ten at Oysters served in all styles; also for

sale by the bulk or can, at Waldeck's Bak-

Buckwheat Flour at W. Redhend's Store. 70e will buy one gallon of good New Oreans Molasses at Riddell's Store.

Sugar Cured Hams at Sugars and Coffees at wholesale prices at

If you doubt the wonderful success of SHILOR'S CONSUMPTION CURE, ask those who have used it what they think of it, or go to eturn the bottle to your druggist and he Is not this a fair proposition? For Consumption, Coughs, Hoarseness, Asthma, trouble, it never fails, if it does it will cost you nothing. Upon this a sertion it must stand or fail. Call at our Drug Store and get a trial bot le. 10 cents, or a segular size for 50 cents or \$1.00. For lameness across the Chest or Buck use Shiloh's Belladonna Plaster which gives prempt re-